

SUBSECTION 8.11

Visual Resources

8.11 Visual Resources

8.11.1 Introduction

Visual resources are the natural and cultural features of the landscape that can be seen and that contribute to the public's appreciative enjoyment of the environment. Visual resources impacts are generally defined in terms of a project's physical characteristics and potential visibility and the extent to which the project's presence will change the perceived visual character and quality of the environment in which it will be located.

This section discusses the potential for the construction, operation, and maintenance of the proposed project to cause significant impacts to visual resources in the project vicinity.

This section was prepared following the California Energy Commission (CEC) guidelines for preparing visual impact assessments for Applications for Certification (AFCs).

Subsection 8.11.2 documents the visual conditions that now exist in the project area.

Subsection 8.11.3 describes the changes to the project area's landscape from project implementation. Subsection 8.11.4 discusses the significance of the potential impacts of the project. Subsection 8.11.5 discusses the potential cumulative impacts of this and other projects on the visual resources in the area. Subsection 8.11.6 summarizes the mitigation measures that reduce the project's potential impacts on visual resources to a level of less than significant. Subsection 8.11.7 identifies the laws, ordinances, regulations, and standards that are applicable to the project. Subsection 8.11.8 lists the references used in preparation of this section. All figures are located at the end of this subsection.

8.11.2 Affected Environment

8.11.2.1 Regional Setting

Land uses within San Francisco are diverse. The western and northwestern shorelines provide areas for open space and recreation, and the northeastern and eastern shorelines provide opportunities for maritime commercial activities and other waterfront uses. Commercial and residential uses are located throughout the City. Open spaces, such as parks, landscaped areas, or undeveloped natural areas, are also found throughout the City. Major roads and freeways both connect and divide neighborhoods, commercial districts, and industrial areas.

The larger landscape region within which the project is located is the northern San Francisco peninsula. The landscape of this region is characterized by the open waters of the Pacific Ocean and San Francisco Bay, various types of developed areas including commercial, residential, and industrial structures, local streets and state highways, and open spaces. The Ocean and Bay play important roles in this landscape region in that they are often the focus of views from the hills and shoreline areas, in addition to being places of human activity.

Yerba Buena Island and Treasure Island and the Golden Gate and San Francisco-Oakland Bay bridges crossing the Bay also are distinctive and well-known features. Distance, in combination with haze, smog, or fog often limits visibility from Yerba Buena Island. The project site is visible from the Bay Bridge, but it is a background view (greater than 3 miles), and the bridge structure partially screens views, so onsite features are not clearly

discernible. The East Bay hills form the regional backdrop on the eastern side of the Bay. Views toward the project site are available at public viewpoints, private residences, and parks. The San Francisco Bay to the east of the project site forms a distinctive view, and the hills within San Francisco to the west of the project site are focal features, and may define local neighborhoods. View opportunities toward the project site exist at the higher elevations on the hills, but due to the distance, site features are not clearly evident.

The project site is currently not clearly visible from ferries, private vessels, or personal watercraft out on the Bay, due to the existing Port facilities, parked semi-truck trailers, and other structures located shoreward (northeast, east and southeast) of the project site. These existing features all serve to screen the project site from view from the Bay. The view of the site from the water is considered to be from the middleground.

Interstate 280 (I-280), located approximately 0.4 mile to the west of the project site, is a major commuter route and entry into the City. The project site is seen for a relatively short duration when traveling northbound on the freeway. Fewer opportunities to view the site are available when traveling southbound on I-280. Highway 101, another major route in the City, is located approximately 0.65 mile west of I-280. The project site cannot be seen from Highway 101.

The area that includes the project site is an industrially-zoned area that includes a mix of industrial and commercial uses, and worker lofts. This area includes Indiana, Minnesota, and Tennessee streets between 18th Street and Cesar Chavez Street. The closest residences (worker lofts) to the project site are located on Minnesota Street near 25th Street, approximately 1,600 feet west of the project site. The project site is visible from these lofts only from the uppermost floors from east-facing windows. Views from the lower floors are obstructed by intervening structures on Tennessee, Third, and Illinois streets.

SBC Park is located approximately 1.8 miles north of the project site in the China Basin area. The higher stands in the Park may afford views to the south toward the project site; however, these views are dominated by the Bay, ball field, and surrounding lights, and are obstructed by the industrial development between the Park and the project site.

The taller structures in the downtown area of the City provide views of parts of the Bayshore, with some southward views toward the project from approximately 2.2 to 3.2 miles away. These views are from offices and residences. Although viewers in the downtown area could be focused south frequently and for long periods of time, the project site is a very small part of the view and there are many other manmade structures and natural landscape features in the intervening landscape that draw viewers' attention.

8.11.2.2 Project Vicinity Setting

Photographs were taken in February 2005 to document the character of the landscape in the vicinity of the project site. Figure 8.11-1 is an aerial map of the area that depicts the project site, the construction laydown area, and the proposed alignments for the underground electric transmission line, the natural gas supply line, the potable water line, and the process water line. It also shows the relative locations where the photos were taken and indicates the direction that the camera was focused for each photo.

Photo LC-1 on Figure 8.11-2 is the view looking west toward the project site from the project construction laydown area, which is located immediately adjacent to and east of the project site. At the far right of the photo is an existing cement company facility that will be removed from the project site prior to the project being constructed. Near the center of the photo in the distance is Potrero Hill, upon which the Watchman Way residences are located. KOP 1 is located on Watchman Way.

Photo LC-2 on Figure 8.11-2 is the view looking east toward the project site from the Illinois Street/25th Street intersection. Illinois Street is in the immediate foreground. The undeveloped site that fronts onto Illinois Street in the photo is the site of the proposed MUNI Metro East Light Rail Maintenance and Operations Facility. The undeveloped site in the distance is the project site. To the left of the light pole that is located to the left of photo center is the existing cement batch plant facility that will be removed from the project site. Further in the distance are Port buildings and cranes. This viewpoint is approximately 0.2 mile from the site.

Photo LC-3 on Figure 8.11-3 is the view looking south along Illinois Street toward the existing switchyard located at the southeast corner of the Illinois Street/22nd Street intersection. This is the proposed northern terminus of the underground electric transmission line. The transmission line would surface and connect to a structure within the switchyard.

Photo LC-4 on Figure 8.11-3 shows the view looking south along Illinois Street from the 23rd Street intersection. The proposed underground transmission line will be aligned along this portion of Illinois Street.

Photo LC-5 on Figure 8.11-4 shows the view looking east along 24th Street from the Illinois Street intersection. The proposed underground transmission line will be aligned along this portion of 24th Street.

Photo LC-6 on Figure 8.11-4 shows the view looking south along Michigan Street from the 24th Street intersection. The proposed underground transmission line will be aligned along this portion of Michigan Street. Michigan Street dead-ends at 25th Street and the northern boundary of the MUNI site.

Photo LC-7 on Figure 8.11-5 shows the view looking east along 25th Street from the Michigan Street intersection. The proposed underground transmission line and the proposed natural gas line will be aligned along this portion of 25th Street (a gravel road), and will terminate at the project site, located toward the right side of the photo in the distance. An existing cement batch plant facility is shown in the northern portion of the project site (in the right one-third of the photo). This portion of 25th Street is a private road that provides access to the cement plant. The cement plant will be removed from the project site prior to project construction.

Photo LC-8 on Figure 8.11-5 shows the view looking west along 25th Street from the Michigan Street intersection. The proposed natural gas line will be aligned along this portion of 25th Street and will terminate at Illinois Street.

Photo LC-9 on Figure 8.11-6 shows the view looking north along an unsigned street from Cesar Chavez Street toward the eastern terminus of the proposed process water line at the

project site. The Port of San Francisco is shown toward the right side of the photo. Cesar Chavez Street is shown in the immediate foreground. The 125-foot-high structure and 300-foot-high Unit 3 exhaust stack at the Potrero power plant are seen to the right of center in the photo. That power plant is located to the north of the project site approximately 0.2 mile away. The exhaust stack is a visually prominent landmark in this portion of San Francisco.

Photo LC-10 on Figure 8.11-6 shows the view looking west along Cesar Chavez Street from the Port of San Francisco. The proposed process water line will be aligned along this portion of Cesar Chavez Street.

Photo LC-11 on Figure 8.11-7 shows the view looking west along Cesar Chavez Street from Minnesota Street. I-280 (elevated structure) is shown in the photo. The proposed process water line will be aligned along this portion of Cesar Chavez Street.

Photo LC-12 on Figure 8.11-7 shows the view looking northwest along the alignment of the proposed process water line at the eastern end of Marin Street. Railroad tracks are shown atop the berm shown on the right side of the photo.

Photo LC-13 on Figure 8.11-8 shows the view looking east along Marin Street toward the dead-end of the street. This is the western terminus of the proposed process water line. A Federal Express building and parking lot is shown on the right side of the photo. The elevated railroad tracks are shown just beyond the roadway's dead-end, and just beyond the railroad tracks is the elevated I-280.

Photo LC-14 on Figure 8.11-9 shows a view of Warm Water Cove Park, looking south from the northern edge of the park. The park is located at the eastern dead-end of 24th Street. As shown, a graffiti-painted wall abuts the southern boundary of the park. Photo LC-15 on Figure 8.11-9 shows a view of the park looking south near the eastern edge of the park. The construction laydown area is marked on the photo; currently, it is a gravel parking lot for semi-truck trailers. The photo also shows the building and associated facilities at the cement company facility that screen views of the project site from the park. Warm Water Cove Park is located approximately 0.1 mile north of the project site. The park has picnic tables, a short trail, a pier, and landscaping that does not appear to be well maintained. The park appears to have a low level of use. The San Francisco General Plan's Recreation and Open Space Element identifies this park for improvement (CCSF, 1998a). The San Francisco General Plan's Central Waterfront Area Plan also identifies this park for improvement (CCSF, 1998b). The high quality views from the park are those that are oriented toward the Bay. The views in other directions are dominated by industrial structures and disturbed or paved areas.

Photo LC-16 on Figure 8.11-10 is a panoramic view looking east toward the Bay from Watchman Way on Potrero Hill. Watchman Way is located approximately 0.6 mile west of the project site. Watchman Way is the KOP 1 location, and photo LC-16 depicts the view that residents along Watchman Way and nearby currently have when looking east toward the Bay. This view is representative of the view from up to 100 residential units (10 multi-family buildings on or near Watchman Way, each having 8 or 9 units plus single-family units in the area). This view is also representative of what residents in the uppermost floors of the worker lofts located on Indiana, Minnesota, and Tennessee streets

(at a lower elevation than Watchman Way) will see. (The worker lofts were not chosen as Key Observation Points [KOPs] because public access to those buildings was not allowed.) It is acknowledged that the Watchman Way view shown in photo LC-16 is more distant than the lower elevation worker lofts; however, photo LC-16 provides a clearer (less obstructed) view of the project site than will likely be available at the lower elevation worker lofts.

8.11.2.3 Project Site Setting

The San Francisco Electric Reliability Project (SFERP) is proposed to be developed in an industrial setting near the western shore of San Francisco Bay within the City and County of San Francisco (CCSF) at the location indicated on Figure 8.11-1. The project site consists of an approximately 4-acre area that is adjacent to and east of an undeveloped field planned to be developed into a City of San Francisco MUNI light rail vehicle maintenance and operations facility. The project site and the MUNI site are now primarily undeveloped open space. The MUNI site has what appear to be a few footings installed in various locations throughout the site. The project site has a cement plant at the northern end of the site that is currently operational; the remainder of the site is undeveloped open space. Views of the project site and the MUNI site are shown in photos LC-1 and LC-2 on Figure 8.11-2. Those photos document the existing condition, character, and visual quality of the site. As review of the photos suggests, the site does not contain any features that will be considered to be scenic resources. The visual quality of the site is considered low.

The project site is bounded on the north by a cement company facility that has access provided by a gravel road (25th Street). The site is bounded on the west by the undeveloped MUNI site, and is bounded on the east by a gravel-surface parking lot for semi-truck trailers. The site is bounded on the south by a building that fronts onto Cesar Chavez Street.

8.11.2.4 115-kV Transmission Line Route

The proposed underground 115-kV electric transmission line will be about 3,000 feet (0.56 mile) long (see Figure 8.11-1). It would connect the project switchyard to the existing PG&E 115-kV Potrero Substation. The underground line would be aligned west along 25th Street from the project site, north along Michigan Street, west along 24th Street, and north along Illinois Street. Entrance to the PG&E Substation is being considered via two options: (1) entry into the substation from Illinois Street, or (2) entry into the substation from 22nd Street. The visual quality of the proposed alignment is demonstrated in photos LC-3 and LC-4 on Figure 8.11-3, LC-5 and LC-6 on Figure 8.11-4, and LC-7 on Figure 8.11-5, and is considered low.

8.11.2.5 Natural Gas Pipeline Route

The proposed 12-inch-diameter (or smaller) underground natural gas pipeline (see Figure 8.11-1) will be approximately 900 feet (0.16 mile) long. It would provide natural gas to the project site via a connection to the existing PG&E San Francisco line 101, located at the intersection of Illinois Street and 25th Street. The visual quality of the proposed alignment is demonstrated in photos LC-7 and LC-8 on Figure 8.11-5, and is considered low.

8.11.2.6 Process Water Pipeline Route

The proposed underground process water pipeline will be approximately 0.76 mile long. It will begin at the southeastern corner of the project site, be routed south along the unsigned

street, be aligned west along Cesar Chavez Street, will turn south just past the railroad tracks on the west side of I-280, paralleling the railroad tracks, and turn west to its terminus near the eastern dead-end of Marin Street. The route is shown on Figure 8.11-1. Photos of the route (LC-9 and LC-10 on Figure 8.11-6, LC-11 and LC-12 on Figure 8.11-7, and LC-13 on Figure 8.11-8 show the area through which this pipeline will be aligned. As shown, the area is a completely developed landscape devoted to urban (primarily industrial) uses. It has a moderately-low to low visual quality.

8.11.2.7 Potable Water Pipeline Route

The proposed 300-foot-long underground potable water pipeline will begin at the southeastern corner of the project site, be routed south along the unsigned street until its connection to a City main located on Cesar Chavez Street (see Figure 8.11-1). The landscape character of that area is demonstrated in photo LC-9 on Figure 8.11-6. The area is considered to have low visual quality.

8.11.2.8 Construction Laydown Area

The 8.5-acre construction laydown area is located adjacent to the project site, abutting the eastern boundary of the project site. The laydown area's western boundary is located approximately 100 feet west of the unsigned street, and its eastern boundary is located about 120 feet west of the edge of the Bay. Its northern boundary is 25th Street and its southern boundary is approximately 200 feet north of Cesar Chavez Street (see Figure 8.11-1). The site is a previously disturbed, relatively flat parcel of land with no permanent structures on it. During the February 2005 site visits, trailers for semi-trucks were parked in the construction laydown area. The area is considered to have a low visual quality.

8.11.2.9 Existing Lighting in the Project Vicinity

The project site (except for the cement plant onsite), when viewed at night, nearly fades from view because of the lack of lighting and development currently at that site. The proposed MUNI site nearly fades from view at night because of the lack of lighting and development there.

Existing visible night lighting in the project vicinity is substantial, ranging from softer amber-colored light to intense white light. Light sources include the following:

- Amber-colored street lights on Illinois Street (the street lights are closely spaced along the portion of Illinois Street that fronts the MUNI site); away from the MUNI site, the lights are spaced further apart
- Green light on a building located on the southeast corner of Illinois Street and 23rd Street
- Amber-colored street lights on 24th Street both east and west of Illinois Street
- Red lights on the cranes located at the Port; some of the lights flash but most are non-flashing
- Street lights along Third Street, 23rd Street, Cesar Chavez Street, Michigan Street
- Car head-lights and tail-lights along each street

- Lights on billboards on Cesar Chavez Street
- Lights atop a building on the corner of Third Street and Cesar Chavez Street
- Several lights at the Potrero Power Plant and the Switchyard south of Humboldt Street
- Lights on a building on Michigan Street
- Lights near the roofline of buildings on 24th Street east of Michigan Street
- A tall amber light pole within the heavy equipment yard on Michigan Street
- Amber-colored lights at the cement plant at the eastern end of 25th Street (at the project site)
- Lights on Potrero Hill

Many of the lights are unshielded or occur in clusters, creating a more prominent visual source of light.

8.11.2.10 Sphere of Influence

The visual sphere of influence (SOI) for the proposed project represents the area from which the project has the potential to be visible. Depending on location, views toward the proposed power generating facility could be blocked by other structures, trees, shrubs, or other features in the viewer's immediate foreground. From some viewpoints, only the tops of the project's taller features will be visible. From other viewpoints, where there are open or partially open views toward the site, the proposed power generating facility has the potential to be more visible.

The boundaries of the SOI (the area of potential visibility around the project) are considered to extend no more than 3 miles from the project site. This is because elements of a view that are 3 miles or more away are considered to be a part of the background, the landscape zone in which little color or texture is apparent, colors blur into values of blue or gray, and individual visual impacts become less apparent (USDA, 1973). In addition, observations of larger combined-cycle power plant projects indicate that after about 2.5 miles, the facility's details become blurred and the facility becomes a relatively small element in the overall landscape, with a very limited level of visual prominence.

The SOI for this project needs to take into account the existing structures in the area. Figures 8.11-11a and 8.11-11b show the 3-mile boundary around the project site. It also shows the areas where views toward the project site are either partially or fully obstructed due to topographic conditions. It does not take into consideration the screening effects of minor variations in terrain, adjacent development, or vegetation, which will further limit views of the site. Beyond the mapped SOI, the proposed project is not expected to be visible due to screening, or will be of such a small size in the background field of view that significant impacts to visual resources will not be expected.

8.11.2.11 Sensitive Viewing Areas and Key Observation Points

To structure the analysis of the project's effects on visual resources, the view areas that will be the most sensitive to the project's potential visual impacts and the sensitive receptors in

those areas were identified. (Typically, residents and recreationists are considered to be sensitive receptors to changes in the landscape. This is because of the potential for effects to their long-term views or their enjoyment of a particular landscape or activity.)

Representative viewpoints from these sensitive receptor locations are referred to as KOPs.

One KOP was selected for detailed analysis for the proposed project. The KOP was selected based on (1) the expected unobstructed views of project facilities from the residences in that area, and (2) the photo being generally representative of views from several residential areas and from I-280 and the Potrero Hill Recreation Center. One KOP was determined to be sufficient for this analysis due to the limited views of the project from lower elevations on streets near the project site, and the fact that the views from the uppermost floors of the worker lofts on those streets will be similar to the view seen from the KOP chosen at the higher elevation on Watchman Way, on Potrero Hill. The KOP selected on Watchman Way, is therefore, considered representative of both the residences on Potrero Hill and the worker lofts located in the industrial area where the project is located.

Figure 8.11-1 indicates the location where the one KOP photo was taken and the direction that the camera was focused for the photo. The KOP “existing view” photo is the “before” view of the project site. As shown, the area selected for the KOP lies approximately 0.6 mile from the project site and is, therefore, an area in which project features will be visible in the middle ground (the middleground view zone is generally 0.5 mile to 3 miles from the viewer).

For the KOP, a photo simulation was developed to serve as a basis for visualizing the project’s potential effects from that representative location. In evaluating the sensitivity of the viewing areas potentially affected by the project, consideration was given to distance from the project site, numbers of viewers, and the presence of residential or recreational uses. The visual analysis is not based solely on the view from this KOP.

To respond to the CEC’s requirement that an assessment be made of the visual quality of the landscape potentially affected by the project, the discussion of the view seen from the KOP includes ratings of the visual quality of the landscapes that they represent. These ratings were developed based on a series of in-field observations carried out in February 2005, review of photos of the affected area, and review of methods for assessment of visual quality. The final assessment of the visual quality of the view from the KOP was made based on professional judgment that considered a broad spectrum of landscape assessment factors. The factors considered included evaluation of:

- Natural features, including topography, water courses, rock outcrops, and natural vegetation
- The positive and negative effects of man-made alterations and built structures on visual quality
- Visual composition, including assessment of the complexity and vividness of patterns in the landscape.

The landscape quality ratings expressed as a scale of six landscape quality classes are listed in Table 8.11-1. This rating system is based on the scale developed for use with an artificial intelligence system for evaluation of landscape visual quality developed by a group of

landscape scholars at Virginia Tech (Buhyoff et al., 1994). The scale has a common-sense quality and is readily understandable. It defines landscape quality in relative terms, contrasting landscapes that are average in visual quality with those that are above and below average, and those that are at the top and bottom of the landscape quality spectrum.

TABLE 8.11-1
Landscape Visual Quality Scale Used in Rating the Areas Potentially Affected by the Proposed Project

Rating	Explanation
Outstanding Visual Quality	A rating reserved for landscapes with exceptionally high visual quality. These landscapes will be significant regionally and/or nationally. They usually contain exceptional natural or cultural features that contribute to this rating. They will be what we think of as "picture post card" landscapes. People will be attracted to these landscapes to be able to view them.
High Visual Quality	Landscapes that have high quality scenic value. This may be due to cultural or natural features contained in the landscape or to the arrangement of spaces contained in the landscape that causes the landscape to be visually interesting or a particularly comfortable place for people. These are often landscapes which have high potential for recreational activities or in which the visual experience is important.
Moderately High Visual Quality	Landscapes which have above average scenic value but are not of high scenic value. The scenic value of these landscapes may be due to man-made or natural features contained in the landscape, to the arrangement of spaces, in the landscape, or to the two-dimensional attributes of the landscape.
Moderate Visual Quality	Landscapes which have average scenic value. They usually lack significant man-made or natural features. Their scenic value is primarily a result of the arrangement of spaces contained in the landscape and the two-dimensional visual attributes of the landscape.
Moderately Low Visual Quality	Landscapes that have below average scenic value but not low scenic value. They may contain visually discordant man-made alterations, but the landscape is not dominated by these features. They often lack spaces that people will perceive as inviting and provide little interest in terms of two-dimensional visual attributes of the landscape.
Low Visual Quality	Landscapes with low scenic value. The landscape is often dominated by visually discordant man-made alterations; or they are landscapes that do not include places that people will find inviting and lack interest in terms of two-dimensional visual attributes.

Source: Buhyoff et al., 1994.

The environment surrounding the project site, including the area where the proposed underground electric transmission line, natural gas pipeline, process water pipeline, potable water pipeline, and construction laydown area are located, is a landscape of moderately-low to low visual quality. It is characterized by developed urban uses that include industrial, port, and power plant facilities located in an industrial setting within the City of San Francisco.

Near the project site, views of the Bay are largely obscured by existing facilities. From higher elevations, such as on Potrero Hill located to the west of the project site approximately 0.6 mile, views of the Bay exist to varying degrees, depending on the height and mass of the structures along the western shore of the Bay. On foggy days, views of the Bay are obstructed; on clear days, it may be possible to see the East Bay Hills on the east side of the Bay. In addition, the 300-foot-high Potrero Unit 3 stack that is located to the north of the project site becomes less visible on foggy days, except for the plume that it emits. On warm, clear days, the Potrero stack typically does not emit a plume.

The KOP selected for project analysis is described below.

8.11.2.11.1 KOP 1 – Watchman Way. Figure 8.11-12a depicts the view from KOP 1, a residential area on the east slope of Potrero Hill that is located approximately 0.6 mile northwest of the project site. The photograph was taken from an area that is between several multi-family residential buildings, and is considered representative of up to 100 residences that are located on the east slope of Potrero Hill. It may also represent the view seen by recreationists at the Potrero Hill Recreation Center, although views to the east from that area are largely screened by the mature vegetation. This location may also represent the fleeting view of passengers in vehicles that are traveling north on I-280 when their view is focused to the east. The elevation of the motorists traveling on I-280 will not be as high as the residences located on Watchman Way, so passengers' views of the project site are more obstructed than at the residences.

As shown in photo LC-16 on Figure 8.11-10 and also the existing condition photo on Figure 8.11-12a, the urban setting is the dominant theme of the photo. Residences are located in the immediate foreground. I-280 is shown, as are electrical distribution conductors. Industrial development is seen in both photos between the freeway and the edge of the Bay. The green grassy area shown to the right of photo center of LC-16 is the MUNI site and the project site further distant. From the viewpoints shown in Figures 8.11-10 and 8.11-12a, the project facilities will be located behind the MUNI building. The combination of the MUNI development and the project will eliminate the green grassy area from view.

If this view were evaluated only in terms of the industrial development visible in the foreground and middleground, the sensitivity of the view will be considered to be low and the level of visual quality will be considered to be low as well. However, the view also includes an expansive panorama of the Bay and East Bay hills that are visible on clear days in the background. Taking the entire view into account, the visual quality of the view is moderately low to moderate, and the level of sensitivity is moderate.

8.11.3 Environmental Consequences

8.11.3.1 Proposed Project Appearance

8.11.3.1.1 Generating Facility and Switchyard. The proposed project facilities are described in detail in Chapter 2.0, Project Description. Figure 2-2 shows the layout of the proposed project features on the site, and Figure 2-3 provides typical elevation views. Table 8.11-2 summarizes the dimensions of the generating facility's major features.

TABLE 8.11-2
Approximate Dimensions of the Major Project Features

Feature	Height (feet)	Length (feet)	Width (feet)	Diameter (feet)
Combustion Turbine Generators (CTGs)				
Combustion turbines & generators (base unit)	14.5	56.5	13.5	—
Inlet air filters	12	33	37	—
SCR casings	33	60	25	—
CTG exhaust stacks	85	—	—	12

TABLE 8.11-2
Approximate Dimensions of the Major Project Features

Feature	Height (feet)	Length (feet)	Width (feet)	Diameter (feet)
Chiller cooling tower	45	48	38.5	—
Tanks				
Deionized (DI) water storage tank	32	—	—	42
Treated water storage tank	32	—	—	60
Aqueous ammonia storage tank	—	30	—	8
Administration/Control/Service building	30/18	180	75	—
Recycled water building	32	150	64	—

The proposed features would change the existing landscape from a site that is mostly undeveloped (the exception is the existing cement plant that will be removed prior to project construction) to a paved site with several onsite buildings and electrical generation and transmission structures. Three 85-foot-tall stacks will be the tallest project features at the site. The exteriors of all project elements will be treated with a neutral gray finish that will optimize visual integration with the surrounding environment. With project implementation, much more of the site will be occupied with equipment than is currently the case, and the site, when viewed from adjacent parcels, will appear more orderly and maintained than it does now.

Site ingress and egress during project operation will be from a proposed gated entrance near the northwest corner of the site on 25th Street. A facility sign will be posted at the entrance. No landscaping is proposed as part of the project. The wall will be given a dull, neutral finish to minimize its visual contrast with its surroundings. In addition, an 8-foot-high chain link fence with a dulled finish and an additional 2 feet of barbed or razor wire will be installed around the project site perimeter. Depending on the distance and elevation of the viewer to the project site, the chain link fence may partially screen views of onsite electrical equipment.

8.11.3.1.2 Transmission Lines. The proposed electric transmission lines will be installed underground. It is expected that the only aboveground structures will be two steel transmission structures within the new switchyard to be located at the project site, and two structures also within the existing PG&E 115-kV Potrero Substation. The steel structures will be approximately 8 feet tall, each with 3 pot-heads (terminations for the insulated cable).

Construction of the proposed transmission line will occur in non-native soils that have been previously disturbed. Noticeable visual effects associated with the underground transmission line will be restricted to the project construction phase. During construction, the ground surface of the area along the alignment will be temporarily disrupted by construction fencing and equipment; excavated piles of dirt, concrete and pavement; and construction personnel and vehicles. These effects will be minor and temporary, lasting 3 months. This underground transmission line will not be a source of substantial long-term

change to the visual environment due to the restoration of the ground surface along the alignment as the project construction nears completion.

8.11.3.1.3 Natural Gas Pipeline. The proposed 12-inch-diameter underground natural gas pipeline would be approximately 900 feet long. It will connect to the PG&E system located at the intersection of Illinois Street and 25th Street. The only aboveground evidence associated with the natural gas line will be the natural gas metering station to be located within the project site (west side, in the southern one-third of the site). A 12-foot-high sound wall will be installed around the proposed natural gas fuel compression system.

Construction of the proposed natural gas pipeline will occur in non-native soils that have been previously disturbed. Noticeable visual effects associated with this pipeline will be restricted to the project construction phase. During construction of this pipeline, the ground surface of the area along the alignment will be temporarily disrupted by construction fencing and equipment; excavated piles of dirt, concrete and pavement; and construction personnel and vehicles. These effects will be minor and temporary, likely lasting a few months within the 12-month power plant construction period. This underground pipeline will not be a source of substantial long-term change to the visual environment due to the restoration of the ground surface along the alignment as the project construction nears completion.

8.11.3.1.4 Process Water Pipeline. The project includes a connection to the City's combined sewer system at a collection station near the eastern dead-end of Marin Street. The proposed diversion/control structure, pipeline, pump station, and ancillary equipment that will provide process water for the water treatment plant at the project site will be installed underground. The 0.76-mile-long pipeline route will begin at the southeastern corner of the project site, be routed south along the unsigned street, be aligned west along Cesar Chavez Street, will turn south just past the railroad tracks on the west side of I-280, paralleling the railroad tracks, and turn west to its terminus near the eastern dead-end of Marin Street (see Figure 8.11-1).

Construction of the proposed diversion/control structure, pipeline, pumps, and ancillary equipment associated with the process water pipeline will take place in non-native soils that have been previously disturbed during the construction and maintenance of the City combined sewer system. Noticeable visual effects associated with the diversion/control structure, pipeline, pumps, and ancillary equipment will be restricted to the project construction phase. During construction of these facilities, the ground surface of the area along the proposed alignment will be temporarily disrupted by construction fencing and equipment; excavated piles of dirt, concrete, pavement, and engineered cover; and construction personnel and vehicles. These effects will be minor and temporary, lasting approximately 4 months, and will not extend beyond the alignment disturbance area. Because the system will be located underground, and the ground surface will be restored as part of the project construction, these project features will not be a source of substantial long-term changes to the visual environment.

8.11.3.1.5 Potable Water Pipeline. The proposed underground potable water pipeline will be 300 feet long. It will begin at the southeastern corner of the project site, be routed south along the unsigned street until its connection to a City main located on Cesar Chavez Street. Construction of the proposed pipeline will take place in non-native soils that have been

previously disturbed. Noticeable visual effects associated with the pipeline and ancillary equipment will be restricted to the project construction phase. During construction of these facilities, the ground surface of the area along the proposed alignment will be temporarily disrupted by construction fencing and equipment; excavated piles of dirt, concrete, pavement, and engineered cover; and construction personnel and vehicles. These effects will be minor and temporary, likely lasting a few weeks within the 12-month power plant construction period and will not extend beyond the alignment disturbance area. Because the system will be located underground, and the ground surface will be restored as part of the project construction, these project features will not be a source of substantial long-term changes to the visual environment.

8.11.3.1.6 Construction Laydown Area. During the project construction period, the appearance of the project construction laydown area will change from that of a disturbed and graded parcel that has semi-truck trailers parked on it to a parcel occupied by construction materials and equipment. Materials delivery trucks and construction personnel will periodically enter and exit the site. A wood-slatted temporary cyclone fence will enclose the site. These visual changes will be substantial when compared to what currently exists on the site; however, they will be temporary and will not create an adverse long-term visual effect.

8.11.3.1.7 Lighting. Although the proposed power plant is a simple-cycle unit, it could be operated 24 hours per day, 7 days per week for periods of time. Its operation will require onsite nighttime lighting for safety and security. To reduce offsite lighting impacts, lighting at the facility will be restricted to areas required for safety, security, and operation. Exterior lights will be hooded, and lights will be directed onsite so that significant light or glare will be minimized. Low-pressure sodium lamps and fixtures of a non-glare type will be specified. For areas where lighting is not required for normal operation, safety, or security, switched lighting circuits will be provided, thus allowing these areas to remain unilluminated (dark) at most times, minimizing the amount of lighting potentially visible offsite.

Project construction activities are planned to occur between 7:00 a.m. and 8:00 p.m. on Monday through Friday. In the event that nighttime construction activities become necessary, illumination that meets San Francisco, state, and federal worker safety regulations will be required during the nighttime construction period. To the extent possible, the nighttime lighting will be erected pointing toward the center of the site where activities are occurring, and will be shielded. Task-specific lighting will be used to the extent practical while complying with worker safety regulations.

8.11.3.1.8 Water Vapor Plumes. Experience with plants of this type has demonstrated that the high velocity and temperature of the stack exhaust result in a quick dispersion of stack plumes, minimizing the probability that a visible plume will be created above the stacks. Based on previous experience with these kinds of systems, it is likely that formation of visible plumes from the project will be a rare occurrence related to unusual combinations of cold and damp conditions, and that when present, the plumes will be relatively small. If fog is present, plumes may or may not be discernible in the fog.

The combustion turbines will be equipped with a small cooling tower that is designed to cool the turbine's intake air. The amount of heat that each cooling tower has to remove from the intake air is small; therefore, the volume of water vapor that emanates from a

simple-cycle cooling tower will be small. This will cause the frequency and size of any water vapor plumes that might be associated with the proposed cooling towers to be limited.

Sensitive receptors (residents and recreationists) in the vicinity of the project site are accustomed to seeing plumes being emitted from the existing 300-foot-high stack at the Potrero Power Plant located to the north of the project site. Plumes, if they do occur at the proposed plant, will not be substantial in size, and will not be out of character with the surrounding landscape because of the industrial nature of the area, the presence of the plume from the stack to the north, and the height of other structures in the area. To the extent that they will be emitted, the plumes that will be associated with the proposed plant will not substantially detract from views of the area or the Bay.

8.11.3.2 Analysis Procedure

This analysis of the visual effects of changes that might be brought about by the project is based on field observations and review of the following information: local planning documents, project maps and drawings, photographs of the project area, computer-generated visual simulations from each of the KOPs, and research on design measures for integrating electric facilities into their environmental settings.

Site reconnaissance was conducted to view the site and surrounding area, to identify potential KOPs, and to take representative photographs of existing visual conditions. A single-lens reflex (SLR) 35-mm camera with a 50-mm lens (view angle 40 degrees) was used to take site photographs.

A photograph of the view toward the project site from the KOP is provided to represent the “before” conditions from the KOP. A visual simulation of the same view toward the project was produced to illustrate the “after” visual conditions. The simulated image represents the project’s appearance immediately after completion of its construction. The computer-generated simulation is the result of an objective analytical and computer modeling process described briefly below. The image is accurate within the constraints of the available site and project data. This method provides the viewer with a clear image of the location, scale, and visual appearance of the proposed project.

Computer modeling and rendering techniques were used to produce the simulated image of the view of the site as it will appear after development of the project. Existing topographic and site data provided the basis for developing an initial digital model. The project engineers provided a site plan, an elevation plan, and digital data for the project. In addition, a site plan and an elevation plan for the proposed MUNI development were provided, and were incorporated into the model. These were used to create a three-dimensional (3-D) digital model of the proposed project facilities and the proposed MUNI facility in order to accurately represent what the viewer will see from Potrero Hill.

For the KOP, the viewer location was digitized from topographic maps and scaled aerial photos, using 5.5 feet as the assumed eye level. A computer “wire frame” perspective plot was then overlaid on the photograph of the view from the KOP to verify scale and viewpoint location. The digital visual simulation image was produced as a next step, based on the computer rendering of the 3-D model combined with a high-resolution digital version of the base photograph. The final “hardcopy” visual simulation image that appears in this document was produced from the digital image file using a color printer.

8.11.3.3 Impact Evaluation Criteria

Analysis of the project's impacts was based on an evaluation of the changes to the existing visual resources that will result from construction and operation of the project. An important aspect of this analysis was evaluation of the "after" view provided by the computer-generated visual simulation, and comparison of it to the existing visual environment. In making a determination of the extent and implications of the visual changes, consideration was given to:

- The specific changes in the affected visual environment's composition, character, and any specially valued qualities
- The affected visual environment's context
- The extent to which the affected environment contains places or features that have been designated in plans and policies for protection or special consideration
- The numbers of viewers, their activities, and the extent to which these activities are related to the aesthetic qualities affected by the likely changes

Significance criteria for impacts to aesthetic resources were developed from the CEQA Guidelines and the CEQA Checklist to evaluate the potential environmental impacts resulting from the project. The following criteria were applied:

- Will the project have a substantial adverse effect on a scenic vista?
- Will the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
- Will the project substantially degrade the existing visual character or quality of the site and its surroundings?
- Will the project create a new source of substantial light or glare that will adversely affect day or nighttime views in the area?

8.11.3.4 Assessment of Visual Effects

8.11.3.4.1 KOP 1 – Watchman Way. Figure 8.11-12b is a simulated view of the project as it will appear from KOP 1 after both the project and the MUNI facility are constructed. Adding the power plant and MUNI facility will change the view by eliminating the green-grassy expanse of land in the center of the photograph, as seen by comparing Figure 8.11-12b to Figure 8.11-12a. However, when looking at the panoramic view from Watchman Way toward the Bay in Figure 8.11-10, this larger context photo provides a greater understanding of the level of industrial development in the area, i.e., the view already includes several tall industrial-type structures. In that photo, the green-grassy site appears almost out of context in the otherwise fully-developed landscape. Development of the site into industrial uses (both the proposed power plant and the MUNI facility) makes the landscape appear in context with surrounding industrial development. Figure 8.11-12c is a simulation showing the MUNI Facility without the proposed project.

The MUNI facility (in which construction will start in June 2005 and be completed in March 2008), includes a paint and body shop, a maintenance building, and open light rail

vehicle storage areas. It is located to the west of the project facilities (large gray building in Figure 8.11-12b) and screens the majority of the project facilities from the view. The project facilities that will be visible once the MUNI facility is constructed (and as shown in Figure 8.11-12b) include the three exhaust stacks, the chiller unit to the right of the stacks in the photo, some concrete structures around the transformers located to the left of the stacks in the photo, and some switchyard structures further to the left in the photo. Although these features are visible to the trained eye, they will not likely be very noticeable to the casual viewer. Because construction of the power plant will be complete in June 2007, and the MUNI facility will be complete in March 2008, the power plant will be visible from Watchman Way residences to varying degrees (more than shown in Figure 8.11-12b) for at most 9 months, depending on when in the MUNI facility construction period the large MUNI buildings will be built. Even if the view from Watchman Way residences is not screened by the MUNI facility, the presence of the proposed power plant at the project site would not degrade the visual quality of the view from the west.

Views of the project site from ferries, private vessels, or personal watercraft out on the Bay will likely continue to be screened by the existing Port facilities and other structures located shoreward (northeast and southeast of the project site). The view from the Bay from due east of the project site will likely be partially screened, assuming that the Port (1) resumes the parking of semi-truck trailers at the project construction laydown area, (2) uses that site as a construction laydown area for other nearby projects, or (3) develops the site into other industrial uses. Even if the due-east view is not screened from the Bay, the presence of the proposed power plant at the project site will not degrade the visual quality of that view.

The Bay is a scenic vista with a unique landscape. The addition of the project features to the view from Watchman Way will not detract from or degrade Watchman Way residents' view of the Bay. With the project, no change to the visibility of the Bay is expected. Further, the addition of the power-generating facility to the view will not change the KOP's moderately-low to moderate visual quality rating. Due to the moderate visual sensitivity of this view and its overall moderately-low to moderate visual quality, the project's impact on this view will be noticeable, but will be less than significant.

8.11.3.4.2 Light and Glare. The project's effects on visual conditions during hours of darkness will be very limited. As indicated in Section 8.11.3.1.4, some night lighting will be required for operational safety and security. There will be additional visible lighting associated with the project stacks, switchyard, and open site areas. High illumination areas not occupied on a regular basis will be provided with switches or motion detectors to light these areas only when occupied. At times when lights are turned on, the lighting will not be highly visible offsite and will not produce offsite glare effects. The offsite visibility and potential glare of the lighting will be restricted by specification of non-glare fixtures and placement of lights to direct illumination into only those areas where it is needed. With implementation of the project, the overall change in ambient lighting conditions at the project site, as viewed from the KOP and other nearby locations, will not be substantial.

Lighting that might be installed to facilitate nighttime construction activities will, to the extent feasible and consistent with worker safety codes, be directed toward the center of the construction site and shielded to prevent light from straying offsite. Task-specific construction lighting would be used to the extent practical while complying with worker safety regulations.

8.11.3.4.3 Water Vapor Plumes. Plumes from project operation during either the daytime or nighttime hours will not be a major visual concern. As indicated in Subsection 8.11.3.1.5, plumes, if they were to form during project operation, will be relatively small. During the nighttime, plumes will be visible only if there were sufficient natural or artificial light. Because of the measures that will be taken to reduce project lighting at the plant, plumes that will be present during nighttime hours are not expected to be highly visible.

It should be noted that, because the conditions under which the plumes are likely to form are also conditions under which fog and rain are likely to be present, some of the time that plumes are present, they may not be visible because of the fog and rain. An additional variable that needs to be considered in evaluating the visual implications of the project's water vapor plumes is that many of the daylight, non-fog, non-rain hours when plumes are present would occur during the winter at times when the sky is overcast. During overcast conditions, the contrast of the plumes with the sky would be low, and because of the low degree of contrast, the visual prominence of the plumes would be substantially reduced.

Although the plumes, if present, would be small, during non-fog, non-rain daylight hours, they would have the potential to be seen in the project vicinity. Their visual prominence will be greatest in the foreground zone (up to 0.5 mile from the project site). A contextual factor that needs to be considered in evaluating the visual implications of the project's plumes is that much of the nearby area is devoted to industrial land uses, and the existing Potrero stack located to the north of the project site is already a source of visible plumes.

8.11.3.4.4 Construction Period Impacts. Construction laydown and parking areas will be within an approximate 8.5-acre area located adjacent to the east side of the project site (Figure 8.11-1). The laydown area's western boundary is located approximately 100 feet west of the unsigned street, and its eastern boundary is located about 120 feet west of the edge of the Bay. Its northern boundary is 25th Street, and its southern boundary is approximately 200 feet north of Cesar Chavez Street (see Figure 8.11-1).

The parked vehicles, equipment, and stored materials in the construction laydown area will be visible from the eastern ends of 25th Street and Cesar Chavez Street, and from the Bay. Although the vehicles, equipment, and stored materials in the laydown area will likely be somewhat visible (because a wood-slatted temporary cyclone fence would enclose the site), and would change the appearance of the site during the construction period, given the industrial character of the area, it will not reduce the site's visual quality, nor would it degrade views toward the construction laydown area. After development of the generating facility's structures is completed, all traces of the laydown area will be removed and the surface of the laydown area will be restored to existing conditions.

Construction access to the project site will generally be from Illinois Street to 25th Street (to access the north side of the site), and from Illinois Street to Cesar Chavez Street to the unsigned street (to access the south side of the site). Materials and equipment delivery are expected to occur via truck.

Construction of the project from site preparation and grading to commercial operation is expected to take approximately 12 months, with commercial operation expected to commence in the second quarter of 2007. During the construction period, it is expected that cranes, heavy equipment, and construction personnel will be at the project site.

Construction activities and the presence of construction equipment and personnel, and materials will temporarily change the landscape at the site.

8.11.4 Impact Significance

A discussion regarding whether the visual effects of the project will be significant pursuant to CEQA is provided below. The assessment of these impacts has been structured by applying the criteria set forth in Appendix G of the State CEQA Guidelines. The CEQA Guidelines define a “significant effect” on the environment to mean a “substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including objects of historic or aesthetic significance (14 CCR 15382).” The four questions related to aesthetics that are posed for lead agencies and the answers to them are:

1. Will the project have a substantial adverse effect on a scenic vista?

No. There are no designated scenic roads or vista points in the project viewshed. Although I-280 in the project vicinity is considered eligible for inclusion in the California Scenic Highway Program, it has not been designated, so no scenic quality protection is afforded. Implementation of the project will not result in significant adverse effects on views of the Bay from this freeway, as suggested by Figure 8.11-12b. As the analysis of the view from the KOP has established, the project would not affect any landscapes of more than moderately-low to moderate visual quality, and any effects to the existing visual quality of landscapes in the area would not be substantial.

2. Will the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No. This question does not apply to the proposed project because none of the project facilities fall within the boundaries of a state scenic highway.

3. Will the project substantially degrade the existing visual character or quality of the site and its surroundings?

No. The site itself is a flat parcel in an area that is devoted entirely to heavy industry and port uses. An important visual resource in the area is the Bay and East Bay hills, as viewed from San Francisco. Project implementation will not result in significant adverse impacts to those views. Although the presence of the project will change the character of nearby views toward the site, there will be no change in the visual quality of the view. Although the view toward the site will be changed, it will not be changed in a way that could be construed as being substantially degraded.

Visible project plumes, if they were to occur, will be relatively small, and would not substantially degrade the existing visual character of the site and its surroundings. This is because the general landscape setting of the project is one in which industrial facilities and visible plumes are already present.

4. Will the project create a new source of substantial light and glare that would adversely affect day or nighttime views in the area?

No. As described in Section 8.11.3.1.4, project light fixtures would be restricted to areas required for safety, security, and operations. Lighting will be directed onsite; it would be shielded from public view, and non-glare fixtures and use of switches, sensors, and timers to minimize the time that lights not needed for safety and security are on would be specified. These measures would substantially reduce the offsite visibility of project lighting.

Any lighting that might be installed to facilitate nighttime construction activities will, to the extent feasible and consistent with worker safety codes, be directed toward the center of the construction site and shielded to prevent light from straying offsite. Task-specific construction lighting will be used to the extent practical while complying with worker safety regulations. With these measures, lighting associated with the project construction and operation will not pose a hazard or adversely affect day or nighttime views toward the site.

8.11.5 Cumulative Impacts

The area in which the project site is located is an area that is developed into industrial and port land uses. The City indicates in its land use plans that it intends to fully develop the shoreline area; many new developments are currently planned along the San Francisco waterfront from Fisherman's Wharf to China Basin. Recently completed projects within the project vicinity include the construction of 63 new housing units within the area and a commercial structure at the Cesar Chavez Street/Third Street intersection. In addition, the City is currently constructing a light rail extension down Third Street; construction of that project will be complete before the proposed project will be licensed.

Present and foreseeable projects in the project vicinity include the MUNI facility adjacent to and west of the project site (expected to be operational in March 2008), 398 additional housing units and several hundred thousand square feet of commercial development that has either been approved or are pending approval by the City. If the Central Waterfront Neighborhood Plan is adopted development of an additional 1,500 housing units would be encouraged in the Central Waterfront area.

The Port of San Francisco is planning a large mixed-use development at Pier 70. In addition, there are several other projects planned or under construction south of the project site: (1) a multi-modal bridge over Islais Creek that will link Illinois Street to Cargo Way and will provide access for rail, truck traffic, and bicyclists, with construction to start in March 2005, lasting 18 months; (2) two concrete/cement batch plants south of Islais Creek on Piers 92 and 94, with both plants expected to be operational by summer 2005; and (3) Pier 90-94 Backlands 44-acre site is in the initial planning phase for a distribution and warehouse complex.

The only other commercial electrical generation project proposed within the project study area is Potrero Unit 7. The proponent of Potrero Unit 7, (Mirant) is in bankruptcy proceedings and the application for certification before the California Energy Commission for Potrero Unit 7 is currently suspended. Further, it is formal City policy to oppose the construction of Potrero Unit 7. Accordingly, the City considers the construction of Potrero Unit 7 to be highly unlikely. Moreover, the City is pursuing the SFERP in order to support shutdown of units at the Potrero power plant, in particular Potrero Unit 3. Thus, overall

electric generation within Southeast San Francisco should ultimately be reduced by the construction of the SFERP.

Each of these projects would contribute to a change in the landscape character of the area.

The proposed project will change the landscape at the project site by adding project facilities and paving the site. These changes would result in the site appearing more developed and orderly. However, the development of the proposed project would not result in a significant adverse contribution to cumulative visual impacts on the landscape of the area. This is because the proposed facilities would be sited in an area designated and planned for industrial development and the adjacent sites are already developed or are planned for development (e.g., the MUNI site). The proposed facilities would be in character with the surrounding landscape.

8.11.6 Mitigation Measures

8.11.6.1 Natural Gas Pipeline, Process Water Pipeline, and Potable Water Pipeline

The following mitigation measures have been included as part of the project proposal to reduce the visual impacts of the proposed pipelines:

- After construction, ground surfaces will be restored to their original condition, and any vegetation that had been removed during the construction process will be replaced with like-kind vegetation.

8.11.6.2 Power Plant

The following mitigation measures have been included as part of the project proposal to reduce the visible changes to ambient lighting and from glare from project facilities proposed at the project site:

- Minimize lighting to areas required for safety, security, or operations, and shield lighting from public view to the extent possible. Use timers and sensors to minimize the time that lights are on in areas where lighting is not normally needed for safety, security, or operation.
- Direct and shield lighting to reduce light scatter and glare. Use highly directional light fixtures.
- Use flashing red warning lights on project structures only where required.
- Use minimal signage, and construct project signs using non-glare materials and unobtrusive colors, in accordance with the San Francisco Planning Code. Conform the design of any signs required by safety regulations the criteria established by those regulations.
- Specify neutral gray matte finish on project facilities to the extent it is standard for the industry.
- Specify dulled gray finish on the site perimeter fencing.
- Specify dulled and neutral finish on the sound wall to be constructed around the gas compressors.

8.11.6.3 Transmission Lines

The following mitigation measures for the transmission lines have been included in the project design:

- The structures within the switchyards where the underground transmission lines will terminate will be constructed of steel so as to coordinate with the existing facilities at both switchyards.

8.11.7 Laws, Ordinances, Regulations, and Standards

8.11.7.1 Introduction

This section describes the LORS relevant to the visual resource issues associated with the project. No federal visual resource laws, ordinances, regulations, or standards exist. However, visual resource and urban design policies applicable to the project are addressed in the San Francisco General Plan, the Central Waterfront Neighborhood Plan, the Planning Code, the Zoning Map, and the Port of San Francisco Waterfront Land Use Plan.

Because of the project site's proximity to I-280, the California Department of Transportation's (Caltrans) Scenic Highways Program was reviewed. Due to the local importance of the 49-Mile Scenic Drive, it is also discussed in this section.

Table 8.11-3 lists the San Francisco plans and the Caltrans provisions that are pertinent to the project and visual resources. The specific provisions that have potential relevance to the project and visual resources are identified in Subsections 8.11.7.2 through 8.11.7.5.

TABLE 8.11-3

Laws, Ordinances, Regulations, and Standards Applicable to San Francisco Electric Reliability Project Visual Resources

LORS	Purpose	Supplement A Section Explaining Conformance	Agency Contact
San Francisco General Plan (Urban Design, Environmental Protection, and Commerce and Industry elements, Central Waterfront Area Plan, South Bayshore Area Plan, and Central Waterfront Neighborhood Plan [Draft for public review])	Describes policies for guiding future development within San Francisco.	Subsection 8.11.7.2	San Francisco Planning Department Jasper Rubin 1660 Mission Street San Francisco, CA 94103 (415) 558-6310
San Francisco Planning Code and Zoning Map	Establishes zoning districts governing land use and requirements for buildings and district improvements.	Subsection 8.11.7.3	Same as above
Port of San Francisco Waterfront Land Use Plan	Guides revitalization and reinvestment in the Port of San Francisco waterfront.	Subsection 8.11.7.4	Port of San Francisco Floristine Johnson Pier 1 San Francisco, CA 94111 (415) 274-0526

TABLE 8.11-3

Laws, Ordinances, Regulations, and Standards Applicable to San Francisco Electric Reliability Project Visual Resources

LORS	Purpose	Supplement A Section Explaining Conformance	Agency Contact
Scenic Roadway Programs (Caltrans and 49-mile Drive)	To preserve and enhance the natural beauty of California. The 49-Mile Scenic Drive passes by San Francisco's scenic attractions and historic highlights.	Subsection 8.11.7.5	Dennis Cadd State Scenic Highway Coordinator Office of State Landscape Architecture Caltrans 1120 N Street Sacramento, CA (916) 654-5370

8.11.7.2 San Francisco General Plan and the Central Waterfront Neighborhood Plan

The project will be located within an existing industrial area within the City and County of San Francisco, and is, therefore, subject to the provisions of the San Francisco General Plan.

Three elements of the General Plan (Urban Design, Environmental Protection, and Commerce and Industry) include provisions for the protection of the landscape and visual resources. The Urban Design Element addresses the physical character and order of the City, and the relationship between people and their environment. The Environmental Protection Element addresses the impact of urbanization, including the use of oil and gas resources and hazardous waste on the natural environment. The Commerce and Industry Element calls for continued economic vitality, social equity, and environmental quality.

The Central Waterfront Area Plan, a part of the General Plan, has jurisdiction over the project site. The Central Waterfront covers the eastern shoreline of San Francisco between China Basin and Islais Creek and adjacent inland areas. The Central Waterfront Area Plan guides the future development of the Central Waterfront to serve the varying needs and interests of San Francisco. The Area Plan includes maritime and economic development policies, housing policies, and establishes policies regarding transportation, recreation, commerce, and urban design and historic preservation.

In addition, the South Bayshore Area Plan, a part of the General Plan, has jurisdiction over a portion of the process water line. The western portion of the process water line will be located within the Northern Industrial Sub-district of the Plan. The Plan guides the future development of the South Bayshore district of San Francisco, which includes the area south of Cesar Chavez Street and east of Highway 101. The Plan includes policies and objectives related to land use, transportation, housing, commerce, industry, recreation and open space, urban design, community facilities and services, and public safety.

The draft Central Waterfront Neighborhood Plan planning area is bounded to the north by Mariposa Street, to the west by I-280, to the south by Islais Creek, and to the east by the Bay. The Plan area encompasses approximately 350 acres along San Francisco's eastern shoreline. The Plan provides a blueprint for ensuring that new growth is coordinated in a way that creates a robust urban neighborhood and supports the area's role in the city as a whole. The

Plan includes the following elements: land use, parks and open spaces, historic preservation, moving about, and urban design. The Plan was prepared in December 2002 and was released for public review and comment in January 2003. It has not been formally adopted by the City.

The provisions of the City's General Plan and the draft Central Waterfront Neighborhood Plan that are applicable to the project and visual resources are summarized and evaluated in Table 8.11-4.

TABLE 8.11-4

Conformity of the San Francisco Electric Reliability Project with the San Francisco General Plan and the Draft Central Waterfront Neighborhood Plan

Provision	Discussion of Project's Conformity to Provision
Urban Design Element	
Image and Character Policy 1.1 Recognize and protect major views in the city, with particular attention to those of open space and water.	Implementation of the project will not adversely affect views of open space and the Bay.
Image and Character Policy 1.3 Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.	The new buildings will result in a landscape that is both consistent and compatible with the surrounding industrial development.
Richness of Past Development Policy 2.4 Preserve notable landmarks and areas of historic, architectural, or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development.	No landmarks or areas of historic, architectural, or aesthetic value currently exist on the project site, therefore, project development at the site will have no effect on the City's intent to promote preservation of historic buildings or features.
Richness of Past Development Policy 2.6 Respect the character of older development nearby in the design of new buildings.	The new buildings to be constructed as part of the project at the project site will not detract from the character of other buildings located nearby.
Richness of Past Development Policy 2.7 Recognize and protect outstanding and unique areas that contribute in an extraordinary degree to San Francisco's visual form and character.	Implementation of the project will not affect areas in San Francisco that are determined to be outstanding and unique, including views of the Bay.
Visual Harmony Policy 3.1 Promote harmony in the visual relationships and transitions between new and older buildings.	The new buildings to be constructed as part of the project at the project site will not affect the visual harmony of the other buildings located nearby. The proposed site layout distributes the buildings in the southern half of the project site for project operational efficiency.
Visual Harmony Policy 3.2 Avoid extreme contrasts in color, shape, and other characteristics, which will cause new buildings to stand out in excess of their public importance.	The colors proposed to be used for project features will be shades of gray that are standard colors for electrical generation equipment. This would enable the project features to blend with other structures nearby and the Bay, when viewed from the west.
Visual Harmony Policy 3.3 Promote efforts to achieve high quality of design for buildings to be constructed at prominent locations.	The quality of design of the new project buildings will be typical of that required for power plants. The project site is not considered a "prominent" location within the city, and its design will not limit the design quality of other buildings at prominent locations.
Height and Bulk Policy 3.4 Promote building forms that will respect and improve the integrity of open spaces and other public areas. New buildings should not block significant views of public open spaces, especially large parks and the Bay. Buildings near these	Implementation of the project will not adversely affect views of the Bay. Project development will result in the conversion of 4 acres of open space land to an industrial (power plant) use. However, this conversion of land use will result in a landscape that is in context with and is compatible with the other industrial uses in the area.

TABLE 8.11-4

Conformity of the San Francisco Electric Reliability Project with the San Francisco General Plan and the Draft Central Waterfront Neighborhood Plan

Provision	Discussion of Project's Conformity to Provision
open spaces should permit visual access, and in some cases physical access, to them.	
Height and Bulk Policy 3.5 Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development.	The heights of the structures associated with the project will be compatible with the heights of the existing structures on the project site and on the adjacent sites.
Height and Bulk Policy 3.6 Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction.	The bulk of the structures associated with the project will be compatible with the bulk of the structures on the adjacent sites.
Visual Amenity Policy 4.12 Install, promote and maintain landscaping in public and private areas.	This policy is not applicable to the project site because the project site is not a public area, and it is not appropriate to have landscaping within a power plant site.
Visual Amenity Policy 4.14 Remove and obscure distracting and cluttering elements.	Development of the project at the site will require the removal of an existing cement plant, thus removing the only manmade development at the site.
Environmental Protection Element	
Land Policy 7.2 Protect land from changes that would make it unsafe or unsightly. The discussion focuses on excavation of land for off-site use of the removed material, and discourages unnecessary excavation.	Implementation of the project will improve the visual condition of the site by eliminating the weeds and removing the cement plant from the site. Development of the site into a power plant will result in a landscape that appears orderly. Although construction of the project may involve some excavation at the project site, the land surface at the site will be contoured to near existing elevations, therefore, significant amounts of excavated material are not expected to be transported offsite and such excavation will not be considered unsightly.
Commerce and Industry Element	
General/Citywide Policy 1.2 Assure that all commercial and industrial uses meet minimum, reasonable performance standards. A critical aspect of development management is to mitigate negative impacts created by new development: economic, aesthetic, physical, environmental, and social. To ensure that commercial and industrial activities do not detract from the environment in which they locate, and may in fact benefit their surroundings, performance standards should be applied in evaluating new developments. The policies of the Master Plan provide many of the standards to be used in evaluating development proposals. Other standards are found in various city ordinances and state and federal laws. As necessary, these standards should be reformed and additional standards developed.	The Applicant will comply with San Francisco's policies presented in its General Plan, the Planning Code, other local planning documents, and applicable state and federal laws, ordinances, regulations, and standards addressing visual resources.
Central Waterfront Area Plan	
Land Use Policy 1.3 Promote new development which has minimal adverse environmental consequences. Assure that the adverse environmental impacts of new	The Applicant has provided mitigation measures to assure minimization of project impacts.

TABLE 8.11-4

Conformity of the San Francisco Electric Reliability Project with the San Francisco General Plan and the Draft Central Waterfront Neighborhood Plan

Provision	Discussion of Project's Conformity to Provision
development are mitigated to the maximum feasible extent.	
Urban Design Policy 10.1 Reinforce the visual contrast between the waterfront and hills by limiting the height of structures near the shoreline. Relate the height and bulk of new structures away from the shoreline to the character of the topography and existing development.	The heights and bulk of the structures associated with the project will be compatible with the heights and bulk of existing structures on the project site and on the adjacent sites.
Urban Design Policy 10.2 Protect and create views of the downtown skyline and the Bay. Design and locate new development to minimize obstruction of existing views.	Implementation of the project will not affect views of the downtown area of the city, nor will it adversely affect views of the Bay.
Urban Design Policy 10.3 Encourage the rehabilitation of architecturally or historically significant buildings with reuse potential.	There are no buildings currently at the project site. Project implementation will have no effect on rehabilitation of architecturally or historically significant buildings.
Central Basin Subarea Policy 18.1 Minimize blockage of private and public views and maintain, to the extent feasible, sightlines from Potrero Hill to the waterfront and downtown.	Implementation of the project will not affect views of the downtown area of the city, nor would it adversely affect views of the Bay.
South Bayshore Area Plan	
Urban Design Policy 10.2 Improve the visual quality and strengthen the pedestrian orientation of the Third Street core area.	Implementation of the proposed project near the Illinois Street/25th Street intersection will have no effect on the visual quality along Third Street.
Recreation and Open Space Policy 13.1 Assure that new development adjacent to the shoreline capitalizes on the unique waterfront location by improving the visual and physical access to the water in conformance with urban design policies.	The proposed project will not be developed adjacent to the Bay shoreline. Implementation of the proposed project would have no effect on the visual and physical access to the Bay
Central Waterfront Neighborhood Plan (Draft for Public Review)	
Historic Preservation Objective 1 Preserve notable landmarks in the Central Waterfront of historic, architectural, or aesthetic value, and promote the preservation of other buildings and features that provide continuity with the past.	No landmarks or areas of historic, architectural, or aesthetic value currently exist on the project site, therefore, project development at the site will have no effect on the City's intent to promote preservation of historic buildings or features.
Policy 1 Adopt height limits, based on the above objectives (listed in the Plan), that maximize housing opportunities and encouraging high-quality commercial spaces while producing buildings compatible with the neighborhood's character. The existing and proposed building height limits in the Plan for the project site are 65 feet.	All project buildings and other features (except for the three exhaust stacks) will be less than 65 feet tall. The three stacks would be approximately 85 feet tall, which will be in character with other industrial facilities located nearby.

Source: City and County of San Francisco, 1995, 1997a, 1997b, 1998b, 1998c, and 2002.

8.11.7.3 San Francisco Planning Code

The San Francisco Zoning Map (1999a) indicates that the area that includes the project site is designated M-2 (Heavy Industrial) by the City and County of San Francisco. The M-2 District is the least restrictive district regarding use. This district is located at the eastern edge of the City, separated from areas that are designated for residential and commercial uses. The heavier industries are permitted, with fewer requirements as to screening and enclosure than in the M-1 District. Many of these uses are permitted only as conditional uses or at a considerable distance from Residential Districts, which are located west of I-280 and Highway 101. The closest residences (worker lofts) to the project site are located on Minnesota Street near 25th Street, approximately 1,600 feet west of the project site.

The provisions of the Code that are applicable to the project and visual resources are summarized in Table 8.11-5.

TABLE 8.11-5

Conformity of the San Francisco Electric Reliability Project with the San Francisco Planning Code

Provision	Discussion of Project's Conformity to Provision
Article 1.2 Dimensions, Areas, and Open Spaces	
Section 122 Height and Bulk Limitations Buildings and structures shall be subject to the height and bulk limits established by Article 2.5 of this Code for use districts and for height and bulk districts.	See discussion below for individual sections (Sections 260(a)(3), 260(b)(2)(M), 270(a), and 270(b)) listed under Article 2.5 Height and Bulk Districts.
Section 141 Screening of Rooftop Features R, NC, C, M, SPD, RSD, SLR, SLI AND SSO Districts In R, SPD, RSD, NC, C, M, SLR, SLI and SSO Districts, rooftop mechanical equipment and appurtenances to be used in the operation or maintenance of a building shall be arranged so as not to be visible from any point at or below the roof level of the subject building. This requirement shall apply in construction of new buildings, and in any alteration of mechanical systems of existing buildings that results in significant changes in such rooftop equipment and appurtenances. The features so regulated shall in all cases be either enclosed by outer building walls or parapets, or grouped and screened in a suitable manner, or designed in themselves so that they are balanced and integrated with respect to the design of the building. Minor features not exceeding one foot in height shall be exempted from this regulation.	The Applicant does not intend to arrange mechanical equipment or appurtenances on the roofs of buildings.
Article 2.5 Height and Bulk Districts	
Section 260(a)(3) Height Limits: Measurement Method of Measurement. The limits upon the height of buildings and structures shall be as specified on the Zoning Map. In the measurement of height for purposes of such limits, the following rules shall be applicable: (3) In cases where the height limit is 65 feet or less and a street from which height measurements are made slopes laterally along the lot, or the ground slopes laterally on a lot that also slopes upward from the street, there shall be a maximum width for the portion of the building or structure that may be measured from a single point at curb or ground level, according to the definition of "height," as specified in the following table. These requirements shall not apply to any property to which the bulk limitations in Section 270 of this Code are applicable.	As indicated in this Section, the height limits do not apply to a property to which the bulk limitations in Section 270 apply.

TABLE 8.11-5

Conformity of the San Francisco Electric Reliability Project with the San Francisco Planning Code

Provision	Discussion of Project's Conformity to Provision
<p>Section 260(b)(2)(M) Height Measurement on Lateral Slopes Where Height Limit is 65 Feet or Less</p> <p>Exemptions. In addition to other height exceptions permitted by this Code, the features listed in this Subsection shall be exempt from the height limits established by this Code, in an amount up to but not exceeding that which is specified.</p> <p>The following features shall be exempt, without regard to their horizontal area, provided the limitations for each are observed:</p> <p>(M) Structures and equipment necessary for the operation of industrial plants, transportation facilities, public utilities and government installations, where otherwise permitted by this Code and where such structures and equipment do not contain separate floors, not including towers and antennae for transmission, reception, or relay of radio, television, or other signals where permitted as principal or conditional uses by this Code.</p>	<p>As indicated by this Section, the proposed project is exempt from height limits.</p>
<p>Section 270(a) Bulk Limits: Measurement</p> <p>The limits upon the bulk of buildings and structures shall be as stated in this Section and in Sections 271 and 272. The terms "height," "plan dimensions," "length" and "diagonal dimensions" shall be as defined in this Code. In each height and bulk district, the maximum plan dimensions shall be as specified in Table 270 Bulk Limits, at all horizontal cross-sections above the height indicated.</p>	<p>Noted. As indicated by Section 270(b) below, the bulk limits stated in this Section are superceded and do not apply to the project.</p>
<p>Section 270(b) Bulk Limits: Measurement</p> <p>These limits shall not apply to the buildings, structures and equipment listed in Section 260(b)(2)(K), (L), (M), and (N) of this Code, subject to the limitations expressed therein.</p>	<p>Noted. Section 260(b)(2)(M) Height Measurement on Lateral Slopes Where Height Limit is 65 Feet or Less is applicable to the proposed project (and is discussed above), therefore, the project is not subject to bulk limitations.</p>

Article 6 Signs

Section 607 Commercial and Industrial Districts

Signs in C and M Districts, other than those signs exempted by Section 603 of this Code, shall conform to the following provisions:

- (a) General Advertising Signs. No general advertising sign shall be permitted in any C-1 District or within 200 feet of the park known as Union Square and visible from said park, except that a replacement sign of the same size or smaller, of the same type as defined in this Code or as interpreted by the Zoning Administrator, and at the same approximate location as an existing sign would be allowed within 200 feet of said park provided that the sign is otherwise permitted by the Planning Code, would cast no additional shadow upon Union Square, has no intensification of lighting as determined by the Zoning Administrator, and is not internally lighted or backlighted. Use of neon is not precluded by this provision. Temporary general advertising signs determined by the Zoning Administrator to be at pedestrian level and less than 50 square feet in size are not precluded by this provision.
- (b) Roof Signs. Roof signs shall be permitted in all C and M Districts other than C-1 only if Subsections (1) through (3) below are satisfied; except that a roof sign that is designated historic pursuant to Sections 303 and 608.14 of this Code may be permitted without regard to Subsections (1) through (3) below:

TABLE 8.11-5

Conformity of the San Francisco Electric Reliability Project with the San Francisco Planning Code

Provision	Discussion of Project's Conformity to Provision
<ul style="list-style-type: none"> (1) The sign does not extend more than 25 feet above the roofline of the building on or over which the sign is placed; and (2) All parts of the sign are within 25 feet of, and the sign is mounted at not more than a 45-degree angle from, a wall of a building the roofline of which is at least as high as the top of the sign; and (3) Such wall forms a complete backdrop for the sign, as the sign is viewed from all points from which the sign is legible from a public street or alley. 	
(c) Wind Signs. No wind sign shall be permitted in any C or M District.	
(d) Moving Parts. No sign shall have or consist of any moving, rotating, or otherwise physically animated part (as distinguished from lights that give the appearance of animation by flashing, blinking or fluctuating), except as follows:	
<ul style="list-style-type: none"> (1) Moving or rotating or otherwise physically animated parts may be used for the rotation of barber poles and the indication of time of day and temperature. 	
<ul style="list-style-type: none"> (2) In the case of a general advertising sign in C-2, C-3, C-M, M-1 and M-2 Districts, except for signs located within 200 feet of the park known as Union Square and visible from said park and signs located so as to be primarily viewed by persons traveling on any portion of a freeway, moving or otherwise physically animated parts may be used if such parts do not exceed a velocity of one complete cycle in a four-second period where such parts constitute less than 30 percent of the area of the sign or if, where such parts constitute a greater area of the sign, they do not exceed a velocity of one complete cycle in a four-second period and are stationary at least half of each eight-second period; except that signs designated historic pursuant to Sections 303 and 608.14 of this Code may have such moving features otherwise prohibited for signs located so as to be primarily viewed by persons traveling on any portion of a freeway. 	
<ul style="list-style-type: none"> (3) Notwithstanding the type of signs permissible under subparagraph (d), a video sign is prohibited. 	
<ul style="list-style-type: none"> (4) Notwithstanding the type of signs permissible under subparagraph (d)(2), a sign that rotates is prohibited. 	
(e) Illumination. Any sign may be nonilluminated or indirectly or directly illuminated. Signs in C-3, C-M, M-1 and M-2 Districts shall not be limited in any manner as to type of illumination, but no sign in a C-1 or C-2 District shall have or consist of any flashing, blinking, fluctuating or otherwise animated light except in each of the following special sign districts, all as specifically designated as "Special Districts for Sign Illumination" on Sectional Map SSD of the Zoning Map of the City and County of San Francisco, described in Section 608 of this Code:	
<ul style="list-style-type: none"> (1) In the C-2 area consisting of five blocks in the vicinity of Fisherman's Wharf; 	
<ul style="list-style-type: none"> (2) In the C-2 area in the vicinity of Van Ness Avenue from Golden Gate Avenue and Eddy Street to Sacramento Street, and Polk Street from Eddy Street to Geary Street, also known as the Automotive Special Use District; 	
<ul style="list-style-type: none"> (3) In the C-2 area in the vicinity of Stockton, Washington and Kearny Streets and Broadway, also known as Washington-Broadway 	

TABLE 8.11-5

Conformity of the San Francisco Electric Reliability Project with the San Francisco Planning Code

Provision	Discussion of Project's Conformity to Provision
Special Use District Number 1.	
(4) Notwithstanding the type of signs permissible under subparagraph (e), a video sign is prohibited in the districts described in subparagraphs (1)-(3).	
(f) Projection. No sign shall project more than 75 percent of the horizontal distance from the street property line to the curblin and in no case shall a sign project more than 10 feet beyond the street property line or building setback line in C-1 Districts, or 12 feet beyond the street property line or building setback line in any other C or M District.	
(g) Height and Extension Above Roofline.	
(1) Signs Attached to Buildings. Except as provided in Section 260 for historic signs in historic districts, no sign attached to a building shall extend or be located above the roofline of the building to which it is attached; except that up to ½ the area of a business sign attached to the street wall of a building may extend above the roofline, up to the maximum height permitted for freestanding signs in the same district or 10 feet above the roofline, whichever is the lesser. In addition, no sign attached to a building shall under any circumstances exceed the following maximum heights:	
In C-1: 40 feet;	
In C-3: 100 feet;	
In all other C and M Districts: 60 feet.	
The 100-foot height limitation stated herein shall not apply to the modification or replacement of any currently existing wall signs so long as such modified or replacement sign is generally in the same location and not larger in surface area and projection than existing signs being modified or replaced. Such signs may contain letters, numbers, a logo, service mark and/or trademark and may be nonilluminated or indirectly illuminated.	
(2) Freestanding Signs. The maximum height for freestanding signs shall be as follows:	The Applicant will comply with this provision by ensuring that the proposed sign will be less than 40 feet tall.
In C-1: 24 feet;	
In C-2: 36 feet;	
In all other C and M Districts: 40 feet.	

TABLE 8.11-5

Conformity of the San Francisco Electric Reliability Project with the San Francisco Planning Code

Provision	Discussion of Project's Conformity to Provision
(h) Special Standards for Automobile Service Stations. For automobile service stations, only the following signs are permitted, subject to the standards in this Subsection (h) and to all other standards in this Section 607.	
(1) A maximum of two oil company signs, which shall not extend more than 10 feet above the roofline if attached to a building, or exceed the maximum height permitted for freestanding signs in the same district if freestanding. The area of any such sign shall not exceed 180 square feet, and along each street frontage all parts of such a sign or signs that are within 10 feet of the street property line shall not exceed 80 square feet in area. No such sign shall project more than five feet beyond any street property line or building setback line. The areas of other permanent and temporary signs as covered in Paragraph 607(h)(2) below shall not be included in the calculation of the areas specified in this paragraph.	
(2) Other permanent and temporary business signs, not to exceed 30 square feet in area for each such sign or a total of 180 square feet for all such signs on the premises. No such sign shall extend above the roofline if attached to a building, or in any case project beyond any street property line or building setback line.	
(3) General advertising signs meeting the provisions of this Section 607.	

Source: City and County of San Francisco, 1999b.

8.11.7.4 Port of San Francisco Waterfront Land Use Plan and the Port of San Francisco Waterfront Design & Access

The project site is located along the west side of the Bay within the Southern Waterfront sub-area of the Port of San Francisco Waterfront Land Use Plan. The Plan includes seven goals. Relevant to visual resources is one goal.

The policies of the Port Plan and Waterfront Design & Access Element that are applicable to the project and visual resources are summarized and evaluated in Table 8.11-6.

TABLE 8.11-6

Conformity of the San Francisco Electric Reliability Project with the Port of San Francisco Waterfront Land Use Plan and the Waterfront Design & Access Element

Provision	Discussion of Project's Conformity to Provision
Port of San Francisco Waterfront Land Use Plan	
Urban Design Worthy of the Waterfront Setting	
The design of new developments should be of exemplary quality and should highlight visual and physical access to and from the Bay, while respecting the waterfront's rich historic context and the character of neighboring development. Objectives include:	The quality of design of the new project buildings would be typical of that required for power plants. Project implementation will not change the visual or physical access to and from the Bay that is currently experienced, nor will its implementation affect the preservation of historic resources in the area. Heights of project structures will be in context with existing development in the area.
Maintain existing building height and bulk limitations and encourage building designs that step down to the shoreline.	

TABLE 8.11-6

Conformity of the San Francisco Electric Reliability Project with the Port of San Francisco Waterfront Land Use Plan and the Waterfront Design & Access Element

Provision	Discussion of Project's Conformity to Provision
Encourage more physical connections between the land and the water throughout the waterfront.	
Improve views of the working waterfront from all perspectives.	
Protect and frame near and distant views to and from the Bay, particularly along major City streets.	
Identify significant bulkhead and other historic resources that should be preserved.	
Remove certain piers between Pier 35 and China Basin to create Open Water Basins and to improve Bay views.	
Port of San Francisco Waterfront Design & Access Element	
View Policy – View Sites Establish new views at specific points or areas that afford exceptional views of the Bay and waterfront.	Implementation of the project will not interfere with the City's intent to provide exceptional views of the Bay and waterfront.
View Policy – Street Views Streets connecting to the waterfront should have views of the Bay, historic structures, or architecture that provides a waterfront identity.	Implementation of the project will have no effect on the City's ability to provide views of the Bay, historic structures, or architecture from streets that connect to the waterfront.
View Policy – View Intervals Provide views of the Bay and maritime activities at frequent intervals along the Embarcadero Promenade.	Implementation of the project will have no effect on the City's ability to provide such views along the Embarcadero Promenade.

Source: Port of San Francisco and San Francisco Planning Department, 2000.

8.11.7.5 Scenic Roadway Programs

This section discusses the California State Scenic Highway Program and the 49-Mile Scenic Drive in San Francisco, and the project's potential effects on those scenic road systems.

In 1963, the State Legislature established the California Scenic Highway Program. The goal of the California Scenic Highway Program is to preserve and enhance the natural beauty of California. Caltrans maintains the system of designated and eligible scenic highways, with the intent of recognizing and protecting the more scenic corridors along the state highway system. The Bay Bridge (Interstate-80 [I-80]) and I-280 near the project site are eligible for scenic highway designation; however, these segments have not been officially designated. The eligible section of I-80 in San Francisco extends from I-280 near First Street in San Francisco to Route 61 in Oakland. The eligible section of I-280 extends from SR 17 in Santa Clara County to I-80 near First Street in San Francisco (Caltrans, 2003). Protection of scenic qualities along designated scenic highways is the responsibility of the local agency. No local agency has applied to Caltrans to designate I-280 near the project site as a state scenic highway; therefore, no specific policies have been implemented to protect scenic qualities in this corridor. No significant long-term impact on the landscape along I-280 is expected as a result of implementation of the project.

The 49-Mile Scenic Drive in San Francisco was first introduced in 1938. The route is a complete loop of the City that passes by San Francisco's scenic attractions and historic highlights. It passes through the project vicinity (along Indiana Street and I-280). The Scenic Drive is a well-known and frequently traveled tourist route, and for the most part, is not a state eligible or designated scenic highway. Certain roadway segments of the Scenic Drive are regulated through the City and County Planning Code; the segments of the Scenic Drive along Indiana Street and I-280 that are in the project vicinity are not specified in the Planning Code. No significant long-term impact on the landscape along the 49-Mile Scenic Drive is expected as a result of project implementation.

8.11.7.6 Summary of Project's Conformity with Applicable LORS

The project is consistent with applicable laws, ordinances, regulations, and standards related to visual resource issues.

8.11.7.7 Other Plans that were Reviewed

Other plans that were reviewed for applicability to the project and visual resources included the following:

- **The San Francisco Bay Area Seaport Plan (1997):** The Plan designates areas determined to be necessary for future port development as *port priority use areas* (areas to be reserved for port-related and other uses that will not impede development of the sites for port purposes). The project site is located within a Port priority use area; however, no policies applicable to visual resources are provided in the Plan. Therefore, no further discussion of the Plan is provided.
- **The San Francisco Bay Plan (2003):** The Plan has jurisdiction over the San Francisco Bay and a shoreline band consisting of all territory located between the shoreline of San Francisco Bay and 100 feet landward. The project site is located approximately 200 feet from the shoreline at its closest point (northeast corner of the project site), therefore, the Bay Plan is not applicable to the project, and no further discussion of the Bay Plan is provided.

8.11.8 References

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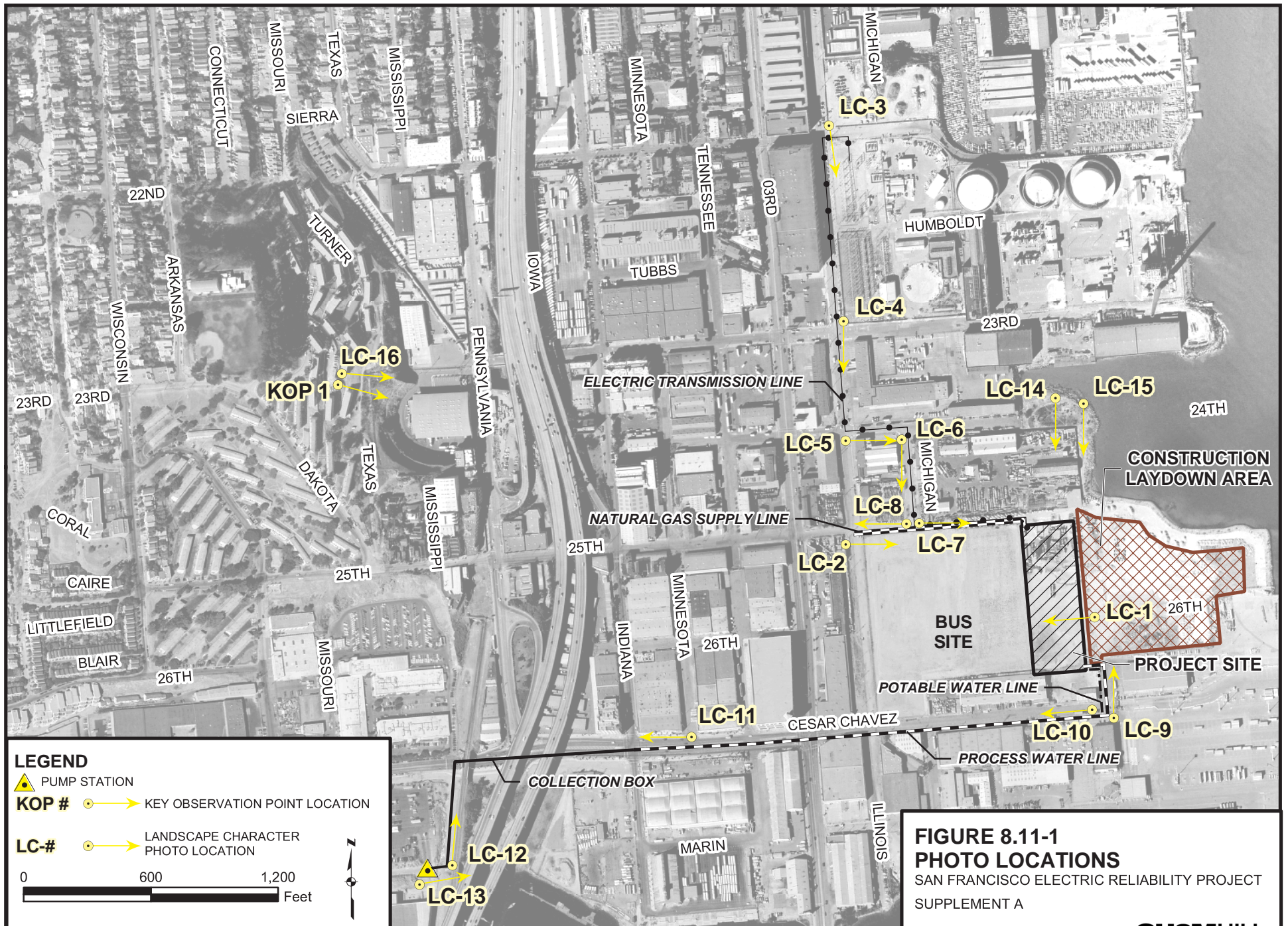
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LC-1: Looking west at the project site from the construction laydown area located immediately to the east of the project site.



LC-2: Looking east toward the project site from the Illinois Street/25th Street intersection. The site proposed for the MUNI development is in the foreground, and the project site is located in the distance (where the cement facilities are shown to the left of the light pole that is to the left of photo center).

FIGURE 8.11-2
LANDSCAPE CHARACTER OF
THE PROJECT SITE (PHOTOS LC-1 AND LC-2)
 SAN FRANCISCO ELECTRIC RELIABILITY PROJECT



LC-3: Looking south toward the existing switchyard located at the southeast corner of the Illinois Street/22nd Street intersection. This is the terminus of the proposed underground electric transmission line.



LC-4: Looking south along Illinois Street from the 23rd Street intersection. The proposed underground transmission line would be aligned along this portion of Illinois Street.

FIGURE 8.11-3
LANDSCAPE CHARACTER IN
THE PROJECT VICINITY (PHOTOS LC-3 AND LC-4)
 SAN FRANCISCO ELECTRIC RELIABILITY PROJECT



LC-5: Looking east along 24th Street from the Illinois Street intersection. The proposed underground transmission line would be aligned along this portion of 24th Street.



LC-6: Looking south along Michigan Street from the 24th Street intersection. The proposed underground transmission line would be aligned along this portion of Michigan Street.

FIGURE 8.11-4
LANDSCAPE CHARACTER IN
THE PROJECT VICINITY (PHOTOS LC-5 AND LC-6)
 SAN FRANCISCO ELECTRIC RELIABILITY PROJECT



LC-7: Looking east along 25th Street from the Michigan Street intersection. The proposed underground transmission line and the proposed gas line would be aligned along this portion of 25th Street (a gravel road), and would terminate at the project site, located toward the right side of the photo in the distance. This portion of 25th Street is a private road that provides access to a cement company facility that is located on the project site (it would be removed prior to project construction).



LC-8: Looking west along 25th Street from the Michigan Street intersection. The proposed gas line would be aligned along this portion of 25th Street.

FIGURE 8.11-5
LANDSCAPE CHARACTER IN
THE PROJECT VICINITY (PHOTOS LC-7 AND LC-8)
 SAN FRANCISCO ELECTRIC RELIABILITY PROJECT



LC-9: Looking north along an unsigned street from Cesar Chavez Street toward the terminus of the proposed process water line and the proposed potable water line at the project site. The Port of San Francisco is shown toward the right side of the photo. Cesar Chavez Street is in the foreground.



LC-10: Looking west along Cesar Chavez Street from the Port of San Francisco. The proposed process water line would be aligned along this portion of Cesar Chavez Street.

FIGURE 8.11-6
LANDSCAPE CHARACTER IN
THE PROJECT VICINITY (PHOTOS LC-9 AND LC-10)
 SAN FRANCISCO ELECTRIC RELIABILITY PROJECT



LC-11: Looking west along Cesar Chavez Street from Minnesota Street. An elevated I-280 is shown in the photo. The proposed process water line would be aligned along this portion of Cesar Chavez Street.



LC-12: Looking northwest along the alignment of the proposed process water line at the eastern end of Marin Street.

FIGURE 8.11-7
LANDSCAPE CHARACTER IN
THE PROJECT VICINITY (PHOTOS LC-11 AND LC-12)
 SAN FRANCISCO ELECTRIC RELIABILITY PROJECT



LC-13: Looking east along Marin Street toward its dead-end. This is the western terminus of the proposed process water line.

FIGURE 8.11-8
LANDSCAPE CHARACTER IN
THE PROJECT VICINITY (PHOTO LC-13)
SAN FRANCISCO ELECTRIC RELIABILITY PROJECT



LC-14: A view of Warm Water Cove Park, looking south from the northern edge of the park. The park is located at the eastern dead-end of 24th Street.

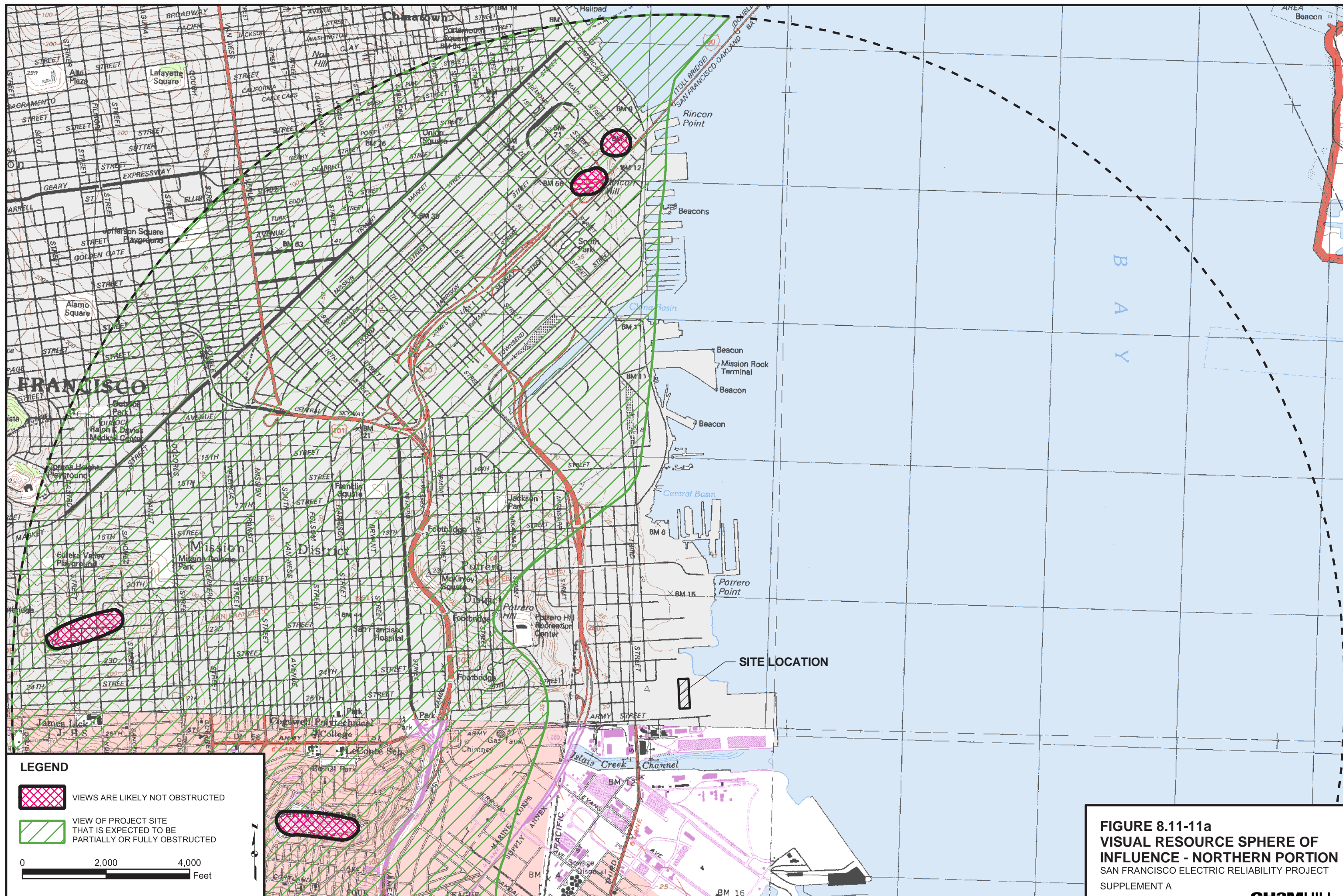


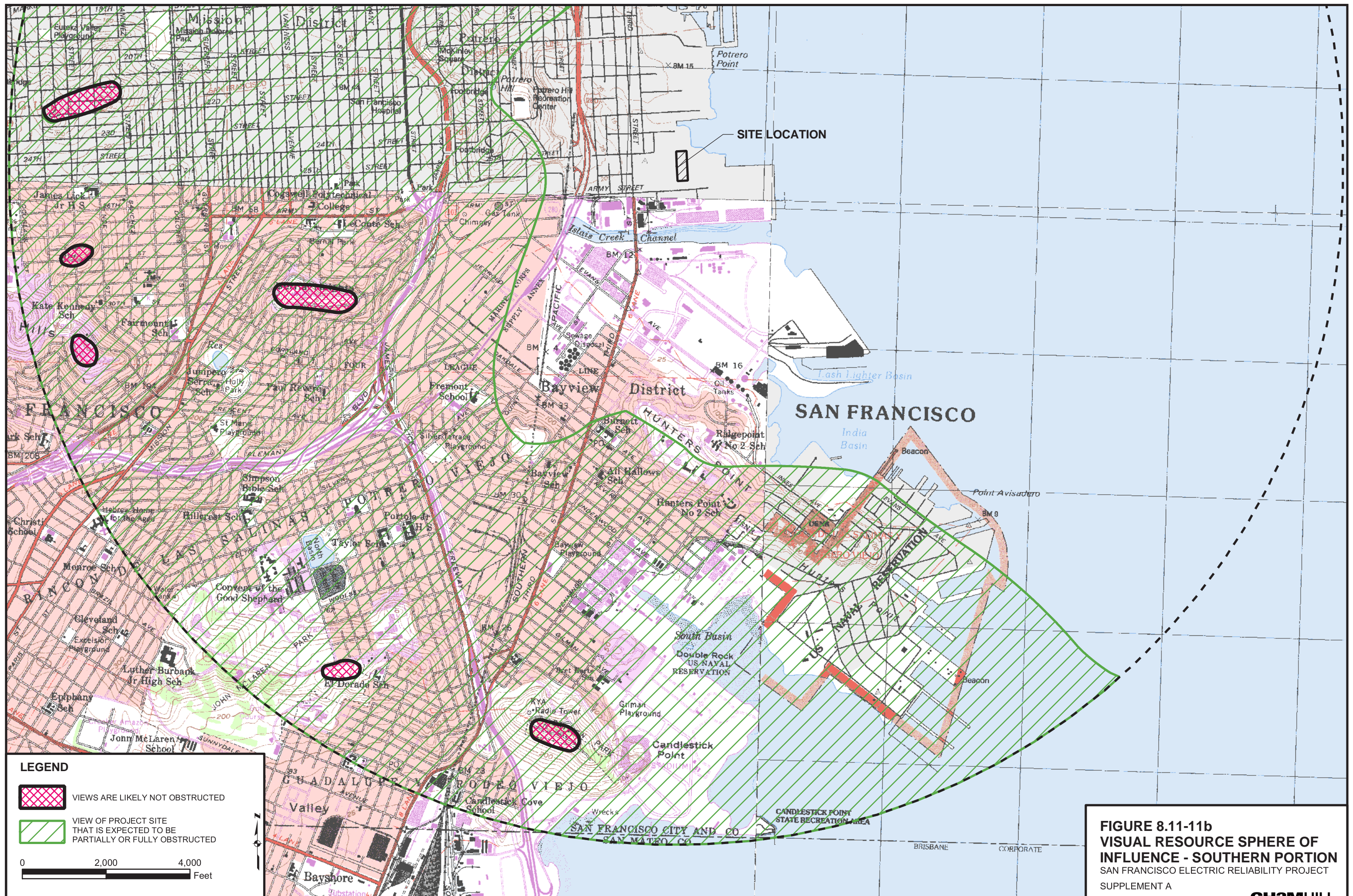
LC-15: Looking south from Warm Water Cove Park toward the project site.

FIGURE 8.11-9
LANDSCAPE CHARACTER IN
THE PROJECT VICINITY (PHOTOS LC-14 AND LC-15)
 SAN FRANCISCO ELECTRIC RELIABILITY PROJECT



LC-16: The view looking east from Potrero Hill residences. This is the view from Watchman Way, near the location where the KOP 1 photo was taken.







KOP 1: Existing view of the project site from Watchman Way residences.

FIGURE 8.11-12a
KOP 1: EXISTING VIEW OF THE PROJECT SITE
SAN FRANCISCO ELECTRIC RELIABILITY PROJECT



KOP 1: Simulated view of the project site from Watchman Way residences.

FIGURE 8.11-12b
KOP 1: SIMULATED VIEW OF THE PROJECT AND MUNI FACILITY
SAN FRANCISCO ELECTRIC RELIABILITY PROJECT
CH2MHILL



KOP 1: Simulated view of the MUNI Facility from Watchman Way residences.

FIGURE 8.11-12c
KOP 1: SIMULATED VIEW OF THE MUNI FACILITY
SAN FRANCISCO ELECTRIC RELIABILITY PROJECT
CH2MHILL